

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS,**  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
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# Hongkong Daily Press.

ESTABLISHED 1857

No. 15,955. 號五十五百九千五萬一第

丁巳年四月元日

HONGKONG, FRIDAY, JUNE 11TH, 1909.

五拜禮

號一十月六年九零百九千一英港香

PRICE, \$3 PER MONT.

NEW  
PIANOS  
ON HIRE  
AT  
\$10 PER MONTH.

TUNING AND REGULAR  
ATTENTION INCLUSIVE.

S. MOUTRIE &  
CO. LIMITED.

[1402]

KOWLOON HOTEL

THE ONLY FIRST CLASS  
ESTABLISHMENT ACROSS  
THE WATER.

SURROUNDED BY DELIGHTFUL GARDENS.  
Excellent Cuisine.

O. E. OWEN,  
Proprietor.

[692]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag, ex Factory  
SHewan, TOME'S & CO.,  
General Managers.  
Hongkong, 29th April 1908.

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THE GRAND HOTEL  
DIVISION STREET, KOBE.  
FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.

F. DOMBALLE & M. MAILLE Propriétaires.

PEAK TRAMWAYS COMPANY  
LIMITED.  
TIME TABLE.

WEEK DAYS.

7.00 a.m.  
7.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 1 hour.

SATURDAYS.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909.

[549]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY ★★★★	\$22.50
" ★★★	20.00
" ★★	17.00
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.50
SHERRY, LA TORRE	16.00
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BENEDICTINE, D.O.M.	QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.  
HONGKONG AGENTS.

[551]

LANE, CRAWFORD & CO.

(TELEPHONE 97).

A LARGE SELECTION OF  
WATERPROOF COATS  
(RUBBER)

\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

KHAKI AND BLACK

REGULATION ARMY AND NAVY  
COATS WITH CAPES

\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS  
(NO RUBBER)  
\$33.00 \$38.00 \$48.00 EACH.

LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909.

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FOR BATHING PARTIES.



BLACKBERRY BRANDY,  
CHERRY BRANDY,  
CHERRY WHISKY,  
ORANGE GIN,  
PEPPERMINT,  
SLOE GIN.

CALDBECK, MACGREGOR & CO.,  
WINE & SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 4th June, 1909.

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BREWER & CO., LIMITED.,  
PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.  
TELEPHONE, No. 696.

Royal Academy and New Gallery  
Pictures for 1909.

The Russian Army and the Japanese  
War, Being historical and critical  
Comments on the Military Policy  
and Power of Russia, and on the  
Campaign in the Far East, by  
General Kuroptakin; 2 Volumes

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st April, 1909.

[549]

NEW NOVELS \$1.75 EACH.

The Terror of Night, by C. Rauner Gull.

A Traitor's Wooing, by Headon Hill.

The Three Brothers, by Eden Phillpotts.

Priscilla and Charlydis, by Frankfort Moore.

The King and Isabel by the Author of John  
Johns.

The Church and Chieftain, by May Wynne.

The Fault, by C. T. Podmore.

The Necklace of Parmons, by L. T. Meade.

A Fair Refugee, by Morice Gerard.

Arrows from the Dark, by Sophie Cole.

The Story of Thyra, by Alice Brown.

Only April, by Gurner Gillman.

Kingmead, by Baroness Von Hutton.

Gervase, Mabel Dearmer.

The Key of Life, by A. A. Motley.

[532]

LONG, HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

DEALERS IN—

PHOTO GOODS of every description,  
KODAKS, KODAK FILMS  
& KODAK ACCESSORIES.

DEVELOPING & PRINTING

A SPECIALTY. [a309]

THEATRE ROYAL.

FOR A SHORT SEASON ONLY.

'BANDMANN'S MERRY-LITTLE MAIDS'  
OPERA CO.

JUNE 11TH,....."VERONIQUE."

" 12TH, (MATINEE) "THE DANDY DOCTOR."

" 14TH,....."THE MERRY WIDOW."

" 15TH,....."THE PRINCE OF PILSIN."

" 16TH,....."A WALTZ DREAM."

FULL ORCHESTRA. 24 BALLET 24  
A SPECIAL MATINEE WILL BE GIVEN TO-MORROW  
(SATURDAY), THE 12TH INST., COMMENCING AT 5 P.M.

PLAN OF SEATS AT MOUTRIE & CO.

PRICES ... ... ... \$3, \$2 & \$1.

Hongkong, 4th June, 1909. [a321]

24 BALLET 24

[a309]

ELCTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE. [a45]

" KINGSCLEERE,"  
PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "SACHSOLA."

A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.

Proprietress, Mrs. F. W. WATTS.

"Brasenose," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

NO. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and airy rooms, affording every comfort  
to Residents and Tourists.

Table D'Hoté at Separate Tables.

Moderate Rates.

Telegraphic address: "Comfort," Hongkong.

For particulars, apply to

M. MATTHAEY, Proprietress.

Hongkong, 5th October, 1908. [a43]

## INTIMATION

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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S

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VERY OLD LIQUEUR

SCOTCH

WHISKY

A BLEND OF THE FINEST PURE  
MALT WHISKIES DISTILLED  
IN SCOTLAND  
OF  
GENUINE AGE  
AND  
FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROB. PORTER & CO'S  
BULL DOG BRAND  
GUINNESS' STOUT  
IN PINTS AND SPLITS.A. S. WATSON & CO.  
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 20 April, 1909.

NOTICE TO CORRESPONDENTS.  
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Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 11TH 1909.

We draw attention with pleasure to the  
remarks which His Excellency the Governor  
made yesterday at the meeting of the  
Legislative Council on railway matters.  
His Excellency confessed that when making  
his last statement he had been misled by  
figures in the Chief Resident Engineer's  
report as to the cost of work on the Beacon  
Hill Tunnel in 1907 and 1908, which showed  
a reduction of 103 per cent per foot in  
favour of the latter year, notwithstanding  
that the Report admitted that greater  
difficulties had been encountered in 1908  
than in 1907. The Chief Engineer has  
since explained to His Excellency this  
apparent contradiction by a reference to his  
former report "in which it is stated that  
the so-called cost per lineal foot in 1907  
included the expenditure upon the metric  
gauge construction lines laid at both faces  
of the tunnel, the erection of machinery,  
the accumulation of timber at the site and  
many other similar items." His Excellency  
had overlooked this explanation in the  
1907 report, and we did the same in com-  
menting on these figures, being misled  
in the matter by the statement made  
by the Chief Resident Engineer in  
his Report for 1908, that "the cost  
of the tunnel-driving was very much  
reduced during 1908, due to better organiza-  
tion made possible by coolies getting more  
trained to the work." That is the only ex-  
planation given by Mr. Eves in his 1908  
Report of the great difference in cost per  
foot. If "it is only just to the engineers  
who began the tunnel work in 1907 under

extreme difficulties with insufficient staff and plant and much sickness" that it should be clearly stated now that the cost in 1908 was, —not "very much reduced," as the Chief Resident Engineer had reported, but "very much greater" according to the Governor's explanation yesterday, all we can say is that it is a pity the Chief Engineer's Reports have not more clearly stated the facts.

His Excellency further emphasized again his previous statement that Mr. Bruce's estimate "cannot in any sense be regarded as an estimate of the railway," and went on to say that it "purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast and items under plant, including rolling stock and salaries." With regard to this we can only point out that in what purports to be Mr. Bruce's Estimate (twice laid before the Council in the Reports of the Chief Resident Engineer), he is represented as furnishing an estimate of \$815,000 for station buildings and machinery, and while it is not explicitly shown that he took into account all the other items enumerated by His Excellency, he added to his estimate 10 per cent for contingencies which we presume would more than cover the cost of all these items, excepting, perhaps, rolling stock, the cost of which is partly borne by the Chinese section, and could not have been estimated at the time. To indicate how "rough" was the estimate, His Excellency mentioned that Mr. Bruce measured the tunnel for distance "only with a pair of dividers on a map." Yet we see from the published records that Mr. Bruce did not base his calculations of cost on an under-estimate of the distance. He reckoned the distance at 7,380 feet, whereas the actual distance proved to be 7,212. We point out these things simply in justification of our previous comments on the subject. On the general question of the value of the preliminary estimate we have only to remark that three years ago the Government evidently had greater respect for it than it has now, for Mr. Bruce made preliminary surveys and prepared estimates of two routes, and the present route was selected not merely because it was deemed "as best answering the requirements of a section of a trunk line through China," but because, in the words of Sir MATTHEW NATHAN, it was "the most economical, both as regards construction and working expenses." What we have gathered from all the discussion that has recently taken place is briefly, that important deviations from the scheme are responsible for the doubling of the Estimate. It doubtless is very misleading, as the Hon. Mr. MURRAY STEWART remarked, to simply divide the total cost by the number of miles, between Kowloon and Samchun, and say "there is the cost of the railway per mile." It is, however, a very common method of comparing the cost of railways. We notice that the Japan Mail has recently done this. It tells us that the cost per mile, even on the basis of the preliminary estimate, is "approximately three times as much as the outlay required in Japan," and referring to the latest revised estimate, our Yokohama contemporary remarks that "a railway costing over half a million dollars a mile is something novel in the Far East, or anywhere, indeed, for the matter of that." We can well believe that the Colony will have a railway which will be regarded in the Far East, not only as novel from the point of view of its cost, but as a model of railway engineering.

From the taxpayer's point of view the e-  
important aspect of the heavy cost of the  
railway is the method of financing it. A  
railway twenty-two miles in length, so  
heavily capitalised, has small prospect of  
proving remunerative for very many years  
to come, when we consider how unlikely it  
is that the line will be able to compete with  
the river traffic either in passengers or  
freight from Canton, but will have to rely  
mainly on through traffic from the interior  
of China which will probably take many  
years to develop. Hence the Colony is likely  
to be permanently saddled with a loan of a  
million pounds sterling, or heavily taxed to  
provide for its repayment. The loan which  
the Chinese authorities are repaying at the  
rate of £110,000 a year, including interest,  
will be required to defray the cost of our  
own line, so that at the end of ten years the  
Colony will still have on its books a railway  
loan of over a million pounds sterling.  
What prospect is there of the Colony being  
able to repay that loan-in-ten, or twenty  
annual instalments?

For stealing a piece of chain from the s.s.  
Gleneish, Mr. J. H. Kemp yesterday sentenced a  
native to six weeks' imprisonment.

Inspector Robertson placed seventeen natives  
before Mr. J. H. Kemp at the Magistracy  
yesterday on a charge of gambling. The first  
defendant, who was the keeper of the game, was  
fined \$25, and each of the other players was  
fined \$3.

A negro appeared before Mr. J. H. Kemp at  
the Magistracy yesterday charged with being  
drunk and incapable. When asked if he had  
anything to say he wished to know who arrested  
him, at the same time admitting that he knew  
nothing about the matter. He was fined \$1.

Owing to numerous complaints about hawkers  
in the Central District, P.C. Shepherd was  
yesterday despatched from the Central Police  
Station to investigate. His investigations led  
to the arrest of fourteen hawkers who appeared  
before Mr. F. A. Hazelton on charges of  
obstruction or hawking without a licence. In  
each instance a fine of \$10 was imposed.

The heavy fine of \$10 was imposed on a  
rascal coolie by Mr. F. A. Hazelton at the  
Magistracy yesterday for refusing to take a fare.  
A soldier hailed the defendant at the Hongkong  
Hotel corner and wished to be taken to  
Wellington Barracks. The coolie said he had a  
fare in the Hongkong Hotel bar, but as this was  
found not to be the case, he was arrested and  
charged.

If Carl Mason is in Shanghai at present it  
may interest him to know that the note he  
corked up in a brandy bottle and dropped over-  
board from the s.s. Eastern, sixty miles from  
Hongkong, is in the possession of the Hong-  
kong Police. The note, which was discovered  
near the Shaukiwan Police station, was headed,  
"All's well." Beneath was a sketch of what  
was probably meant to represent a lamb, and  
lower down on the slip of paper was the in-  
formation "Dropped sixty miles from Hong-  
kong from the ship Eastern April 5th, 1909.  
Going to Shanghai. Carl Mason."

A thirsty coolie held up a Chinese gentleman  
in Wellington Street on Wednesday afternoon  
to explain how dry he was. The generous  
gentleman took the coolie to a street stall and  
"stood him" a sarsaparilla, at the same time  
calling for another drink for himself. While  
drinking he felt a tug at his pocket, and on  
turning saw the coolie running away with a  
purse in his hand. On realising that his own  
was missing he gave chase, overtook the thief,  
and handed him over to the police. Mr. F. A.  
Hazelton heard the charge at the Magistracy  
yesterday, found the defendant guilty, and  
sentenced him to six weeks' imprisonment and  
six hours' stocks.

THE LATE DR. HUNTER.  
TRIBUTE FROM THE HONGKONG COLLEGE  
OF MEDICINE.

The remains of the late Dr. Hunter,  
Government Bacteriologist, were interred in the  
Colonial Cemetery at Happy Valley yesterday  
afternoon, the funeral cortege including a  
large number of friends. Numerous wreaths  
were sent. The burial service was conducted  
by the Rev. F. T. Johnson. The large attendance  
included Captain Mitchell-Taylor, A.D.C. to His  
Excellency the Governor, Hon. Mr. F. J. Bade-  
low, Captain Superintendent of Police, Major  
Probyn, R.A. M.C., Hon. Dr. Ho Kai, Dr. Bell,  
Koch, Thomson, Pearce, Clark, Gibson, Black,  
Messrs. J. H. Kemp, P.N.H. Jones, E. J.  
Hughes, R. A. Harding, G. A. Woodcock, F. B.  
L. Bowley, E. H. A. Craig, A. S. Tuxford, A. R.  
Sutherland; the whole staff of the Lecturers of the  
Hongkong College of Medicine, in which the  
deceased was Lecturer on Pathology and  
Bacteriology, together with the students of the  
College.

At a full meeting of the Senate, at which this  
formal representation of the Medical College  
was resolved upon, the following resolution of  
confidence with Mrs. Hunter was placed on the  
records:—

"The members of the Senate of the Hongkong  
College of Medicine desire to convey to the  
widow of Dr. William Hunter their most  
sincere sympathy with her in her bereavement.  
Dr. Hunter has since his first arrival in  
this colony in 1901 been a most keen and  
sympathetic supporter of the College, and has  
given much good work to the furtherance of its  
objects. Through his death the College has  
lost one of its most able, enthusiastic and  
successful teachers."

THE WORLD BETTER THAN IT WAS.  
Professor Goldwin Smith, writing from the  
altitude of serene old age, discusses in the  
Canadian Magazine Labour and Socialism.  
He bears this old man's witness to the progress  
of the race:—

In the course of the eighty-six years of the  
writer's life there has, in the countries in which  
he has lived, been, if not the increase to be  
desired, certainly a marked increase of the sense  
of social responsibility and of active be-  
nevolence. The monuments of it, in fact,  
in the shape of charitable foundations,  
charitable associations, and benefactions  
of all kinds, are everywhere to be seen.  
There is still unhealthily a great deal of selfish  
and wasteful luxury, such as provokes class-  
hatred and is dangerous to society. This world  
of ours is still a good deal out of joint, though  
not quite so much so as it was eighty years ago.  
We may hope that happiness is more equally  
divided than wealth. Thackeray's "Marquis  
of Steyne" rolls in wealth and riots in debauchery.  
But happy he is not; a day-labourer on the  
"Steyne" estate, with a kind wife, a  
good cottage, and regular pay, is happy.

In one respect there may have been a  
change for the worse. The social severance  
of employer from employee has probably  
increased. Old men may remember the time  
when the habitations of the two classes were less  
apart, and there was more intercourse between  
them. They now live entirely apart; the working  
men in their cottages near the works; the  
employer in his villa in the outskirts. In a  
great number of cases too the employer is a  
Company. Employers should do what they  
can to improve the social relation.

The Calcutta Turf Club sweep on the Derby  
was won by a soldier stationed at Siakot, and  
the second prize going to London, and the third  
to Bombay.

Mr. Ford thinks, on the whole, that sport is  
the salvation of our rural districts.

## TELEGRAMS.

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## PRINCE NASHIMOTO.

LONDON, June 10th.  
Prince Nashimoto witnessed some  
superb military operations in the  
Long Valley at Aldershot.

## THE FOURTH DREADNOUGHT.

LONDON, June 10th.  
The fourth Dreadnought has been  
commissioned at Portsmouth and will  
join the Home Fleet at Spithead.

ENGLAND AND CHINESE  
CUSTOMS DUTIES.

LONDON, June 10th.

A Washington dispatch states that  
confirmation has been received in  
diplomatic circles that Great Britain  
has finally refused to participate in an  
International Conference with a view  
to allowing China to increase her ad  
valorem duties, in return for the abili  
ties of the likekin duties.

## THE TSAR'S TOUR.

LONDON, June 10th.  
It is announced at St. Petersburg  
that the Tsar will visit King Emmanuel  
in Italy at the conclusion of the  
meetings with the Kaiser, King Gustaf,  
President Fallieres and King Edward,  
but the date of the visit to Italy has  
not yet been fixed.

AN IMPORTANT POLICE  
CAPTURE.

LONDON, June 10th.  
The Police have unearthed at Mari-  
on, Ohio, the headquarters of a  
notorious blackhand Italian secret  
society which has been responsible  
for countless murders, blackmailing  
and terrorism in America and Italy.

## BANDMANN OPERA COMPANY.

There can be no two opinions about the  
present combination. It is one of the best that  
Mr. Bandmann has sent eastwards. All the  
things that have been said about it are  
thoroughly deserved as the large audience which  
filled the Theatre last night can testify. The  
season opened with "The Gay Gordons," a  
light picturesque piece which has attained great  
popularity at home. The little maid formed a  
pleasing feature of the production, but the  
honours went to Mr. Coyne as Angus Graeme,  
to Mr. Frank Danby as Nero Nat, and Miss  
Gregory as Peggy Quinlton. The Highland  
dancing and solo singing were enjoyable  
features, while the topical allusions were  
particularly apt. A slumbering trio was  
described as the Legislative Council and the  
same three in a more or less ridiculous attitude  
were presented as the Sanitary Department,  
who did not know whether the fluid was jetes  
or they were.

## ENGLISH AND SCOTTISH SHOOTING.

## SPORT THE SALVATION OF RURAL DISTRICTS.

Mr. Isaac N. Ford, writing on "English and  
Scottish Shootings" in the April number of  
the Outing Magazine gives some interesting  
particulars as to the cost of popular sport. He  
says:—

American millionaires have been known to  
invest as much as £20,000 in a season's shooting  
with incidental entertaining and card-playing.  
An estate which will yield from hundred thousand  
partridges upward commands a good rental for  
its sporting value, but the tenant will pay twice as  
much for the birds in front of the guns as he  
can hope to get for them in the market. A  
shooting is roughly expected to fetch about £30  
for every stag, certainly one pound for a brace  
of grouse, possibly half as much for partridges  
and much less for pheasants and ground game.  
An outing of a few days costs as much as £100  
to £150, with the railway fare, outfit for  
guns and largess for servants.

Sport is helping to keep rural England and  
Scotland alive. Millions are expended yearly in  
the maintenance of game preserves, shooting and  
hunting packs. The rentals of shootings,  
including country houses and lodges, amount annually  
to £70,000. A large multiple must be  
used for estimating the aggregate investment in  
sport when the cost of the upkeep, house and field  
service, entertainment of guests and across-  
country travel is added, and allowance is made  
for estates occupied by owners. There are also  
two hundred packhounds in the Kingdom, and  
with the breeding and keeping of hunting horses,  
the employment of kennel and stablemen, and  
the continuous hospitality of country houses,  
each is worth not less than £60,000 a year to  
the people of the district. An elastic calculation  
with a clean slate hardly knows when to stop in  
ciphering out the money value of shooting and  
hunting in a country of declining agricultural  
resources. Sport has become an organised industry,  
with thousands of gamekeepers, gillies,  
beaters and outdoor men in the service of the  
pleasure-loving rich.

Mr. Ford thinks, on the whole, that sport is  
the salvation of our rural districts.

FIFTEEN ENGAGEMENT RINGS.—When a  
young girl entered a pawnbroker's shop in  
Leipzig with fifteen rings she was suspected  
and detained. Inquiries proved that she was  
the rightful owner, and that the rings were  
souvenirs of fourteen fiancées.

## SUPREME COURT.

Thursday, 10th June.

## IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE  
(SIR F. PIGGOTT).

## FORFEITURE OF SECURITY.

Re Kwong Hang Tai, the Official Receiver  
said this was an application for the forfeiture of  
a security of \$3,300 given by Sip Hing Tung  
and Li Hip Chu. The debtors were arrested  
under the Bankruptcy Ordinance, and afterwards  
an order was made that they should give security  
for their appearance in the sum of \$3,300.  
A previous application was made in June last year,  
when debtors appeared in Court. Since then he  
had obtained further information as regards  
property in Canton, and he wished to have the  
debtors examined. Debtors had been served with  
notice to appear.

His Lordship—How have you foreseen that  
they will not appear.

The Official Receiver—If they appear I  
don't apply.

Debtors' names were called but they did not  
answer.

The Official Receiver asked that the order be  
made so that the money could be applied to  
the estate for the benefit of the creditors.

His Lordship—I don't see what claim the  
creditors have.

The Official Receiver—Well, my Lord, they are  
the people who lose the money.

The application was granted.

## APPLICATION FOR DISCHARGE.

Mr. F. X. d'Almada applied for the discharge  
of Ng Kam Sang, one of the partners of the  
Yuen On Company, and stated that Mr. Gold-  
ring, who appeared for the petitioning creditor,  
did not object.

His Lordship asked what dividend had been  
paid.

The Official Receiver—No dividend yet.

His Lordship—Any chance?

The Official Receiver—A dividend will be  
paid, but not

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:

His Excellency the Governor, Sir Frederick John Dealtby Luard, C.M.G., C.B., D.S.O.

Hon. Mr. F. H. May, C.M.G. (Colonial Secretary).

Sir Henry Berkeley, K.C. (Acting Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. P. N. H. Jones (Acting Director of Public Works).

Hon. Mr. A. W. Brewin (Registrar-General).

Hon. Mr. F. J. Badeley (Capt. Superintendent of Police).

Hon. Dr. Ho Kai, K.C., C.M.G.

Hon. Mr. E. A. Hewett.

Hon. Mr. E. Osborne.

Hon. Mr. W. J. Gresson.

Hon. Mr. Murray Stewart.

Hon. Mr. Wei Yuk, C.M.G.

Mr. C. Clement (Chairman of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Registrar of the Supreme Court for 1908.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 21 to 25) and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 5) and moved its adoption. He said—In connection with this I beg to lay on the table the following certificate signed by me: "I certify that the supplementary appropriation estimate for 1908 were read clause by clause in the presence of all members of the Finance Committee."

The COLONIAL TREASURER seconded the motion, which was agreed to.

KOWLOON-CANTON RAILWAY.

The COLONIAL SECRETARY moved the following resolution:—"It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909." He said—Details of this sum will appear, as hon. members are no doubt aware, in the appendix to the estimates for the current year.

The COLONIAL TREASURER seconded.

HIS EXCELLENCE—Gentlemen, I said in my annual remarks on the progress of the railway, at our meeting before last, that a resolution of this kind would not be required this year as the amount for the construction of the railway was already included in the annual estimates, in accordance with the new financial instructions issued by the Secretary of State. I am advised however that the more correct procedure is to propose this resolution, but it will not be required next year, and therefore it is included in the business of to-day. As the railway question is before the Council, I am glad of the opportunity it gives me of removing misapprehension which have arisen in consequence of what I said on the previous occasion. In the comparison between the cost of the tunnel in 1907 with that in 1908 the remarks I made to the Council were misleading, because I myself was misled. I quoted a paragraph from the report of the Chief Resident Engineer in which he said:—"The cost of the tunnel driving was very much reduced during 1908 due to better organization, made possible by ecclies getting more trained to the work." This statement was followed by figures giving the cost per linear foot under the heading of driving, enlarging and bricklaying in each of the years 1907 and 1908 and showing an aggregate saving of some 10% per cent per linear foot in the cost for 1908 over that of 1907. The report went on to state that the difficulties encountered in the tunnel in 1908 were greater than in 1907 and that this accounted for the large increase over the estimates. I failed to get a proper explanation of this apparent contradiction, but the Chief Engineer now explains it by a reference to his previous report for 1907, which I had overlooked at the moment, in which it is explained that the so-called cost per linear foot in 1907 included the expenditure upon the metric gauge construction line laid down at both facings of the tunnel, the erection of machinery, the accumulation of timber and other materials at the site, and many other similar items. In order to make a reliable comparison of one year with another, these items should be stretched over the period of the whole construction. As a matter of fact, the cost of the tunnel was considerably more per linear foot in 1908 than it was in 1907. It is due to the engineers, who were employed in the early days of the tunnel, that this fact should be thoroughly understood. They worked under very great difficulties with an inadequate staff, with insufficient plant, and with a great deal of sickness. When I was speaking of the financial aspect of the tunnel construction, nothing was further from my mind than to throw any blame upon them, or undervalue their services. Perhaps few men have more reason than myself, from personal experience, to appreciate the difficulties and discouragements of early pioneer work. Those who come after, however generous, will find it often impossible to appreciate the difficulties which those who have laid the foundations have had to face (applause). If this impression, as I understand from what I have seen in the local press, has been conveyed by words

which I used, I desire most emphatically to remove it. I do not propose to review again the railway question, but I would like to emphasize one point which I have already emphasized every time I have spoken upon this subject, and that is that the so-called "Bruce's estimate" cannot be considered as an estimate of the cost of the construction of the railway. When Mr. Bruce made his preliminary survey, the question was under discussion as to whether the railway should follow a route along the eastern or the western side of the peninsula. It was issues of this kind upon which his advice was sought. His figures did not purport to be a considered estimate of the cost. There were no calculations of quantities and the length of the tunnel was estimated upon the map with a pair of dividers. They purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast, and items under plant, including rolling stock and salaries. The realignment which has been made after a careful survey of the original line proposed by him, has resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line. The first reliable estimate that we had of the cost of the railway was the one which was made in June 1907. It took nine months to prepare. It amounted to a little over eight million dollars. It did not include, as I have repeatedly pointed out, several items which were under discussion at the time it was presented. If these items be added and also the cost of land resumption in the neighbourhood of the deep sea goods' wharf, and the passenger station it will be found that the estimate presented in June 1907 has not been exceeded except in the single item of the tunnel. In my recent statement to the Council I criticised the variations under different heads between the estimates, presented this year and those laid on the table last year and said that though these variations were unsatisfactory, the method of preparing estimates did not reflect upon the skill of the British engineer. The salient fact remains that however the sums might have been allocated under various heads, and whether intermediate estimates presented to the Council have been satisfactory or have been faulty, the original estimate for which the Crown Agents are responsible have only been exceeded in one item—that of the tunnel, the excess on which is one million and a quarter dollars. I am, of course, speaking of the estimates which were laid on the table the other day. So far as these estimates are concerned the only excess when all the items are included, on the original estimate of June 1907, is in respect of the tunnel.

HON. MR. STEWART—Your Excellency, I should just like to say I have listened to your remarks with considerable satisfaction. I hope that they will effectually destroy the idea that this Colony is being called upon to pay for the railway a price nearly twice as large as it ought.

As Your Excellency has indicated, this erroneous impression arose from comparing the preliminary with the detailed estimate, as if they were different estimates for an identical work. It has already been pointed out by those who sought to combat this erroneous notion that the preliminary estimate was for a single line throughout, whereas the actual construction provides for development into a double line on all bridges, culverts and tunnels, except Beacon Hill. It has further been pointed out that the preliminary estimate did not provide for land reclamation and land resumption at the terminus. In connection with the cost of land reclamation and resumption it should not be forgotten that to include it in the railway estimates renders these misleading for purposes of comparison with other railways, in the matter of the average mileage cost of construction. A very misleading impression is created by simply taking the total of the revised estimate and dividing it by the number of miles between Kowloon and Canton. The product is startling; but if to the original 22 miles were to be added the many miles of sidings which will be provided at the terminus, a much better result would appear. Even so, however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railway, some thought should be taken of the value of the land reclaimed, some of which will be used for other than strictly railway purposes—for godowns, and other requirements of the Port scheme. Hereafter that land should prove a valuable asset to the Colony. Considerations of this nature ought not to be overlooked, in viewing the matter broadly. I urge the desirability of viewing it broadly. Viewing it narrowly in the light of *post hoc* wisdom, while it may be easy for some people to point to mistakes made and faults committed, while it may perhaps not be difficult to see how minor economies could have been effected, there does not seem to be any good reason for rushing to the conclusion that the cost is excessive in view of the work done.

Another gift, made at the same time was a letter from past and present officers of the Royal Regiment of Artillery, in which Lord Roberts was a subscriber in 1857.

The men of the regiment were entertained at breakfast, and were shown the presents which Lord and Lady Roberts had received, and which included a piece of gold plate presented by the servants at Englefield.

Lord Roberts has acknowledged congratulations from a poor Midlothian Army pensioner, Peter Gray, who was married on the same day as the Field Marshal. Gray's father and brother, and also two sons have all been soldiers.

In his letter, Lord Roberts says he and Lady Roberts are interested to learn that May 17 is also their golden wedding day, and they offer the couple their best wishes for continued health and happiness.

PUBLIC SERVICE TRANSFER OF DUTIES ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

The COLONIAL SECRETARY seconded, and the bill was read a first time.

PATENTS AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

The COLONIAL SECRETARY seconded, and the bill was read a first time.

PREPARED OPium AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

The COLONIAL SECRETARY seconded, and the bill was read a first time.

SUPPLEMENTAL APPROPRIATION ORDINANCE.

The COLONIAL SECRETARY—in view of the certificate laid in connection with the Finance Committee, it is unnecessary, unless any hon. member wishes it, to refer the bill standing in my name to a committee of the whole Council, therefore I beg to move the third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents to defray the Charges of the Year 1908.

The COLONIAL TREASURER seconded, and the bill was read a third time and passed.

THE TRAMWAY BILL.

The ATTORNEY-GENERAL—The next item standing in my name is really a private bill introduced some years ago by an hon. member who is no longer a member of this Council. The question is whether any other member proposes to go on with the bill.

HON. MR. GRESSON—I beg to move that further consideration of this bill be postponed until the interested parties have had further time to consider their position.

HON. MR. STEWART seconded, and the motion was agreed to.

HIS EXCELLENCE—Council stands adjourned until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the COLONIAL SECRETARY presiding. The following votes were passed:

PUBLIC WORKS RECURRENT.

The Governor recommended the Council to vote a sum of Three thousand seven hundred Dollars (\$3,700) in aid of the vote, Public Works Recurrent, Miscellaneous, Typhoon and Rain-storm Damages.

THE CHAIRMAN—The original estimate for typhoon and rain-storm damages in 1908 was \$79,000. The money spent in 1908 was \$61,000, leaving a balance of \$18,000. There was only \$12,000 voted on this year's estimates; the balance therefore shows a slight deduction on the original estimates.

MILITARY EXPENDITURE.

The Governor recommended the Council to vote a sum of Five hundred Dollars (\$500) in aid of the vote Military Expenditure, Volunteers, Other Charges, Grant to the Hongkong Volunteer Reserve Association for salary of Secretary during 1908.

MEDICAL DEPARTMENT.

The Governor recommended the Council to vote a sum of Six hundred and fifty Dollars (\$650) in aid of the vote Medical Departments, B.—Hospitals and Asylums, Other Charges, for the following items:—

Civil Hospital, Incidental Expenses, ..... \$300  
Victoria Hospital for Women and Children, Medicines and Surgical Appliances, ..... 350

Total, ..... \$550

MISCELLANEOUS SERVICES.

The Governor recommended the Council to vote a sum of Five hundred Dollars (\$500) in aid of the vote Miscellaneous Services, Fee to Crown Solicitor for compilation of existing Regulations and Orders in Council.

The CHAIRMAN—This work was undertaken by the Crown Solicitor, and the sum mentioned is the remuneration for his services.

PUBLIC WORKS EXTRAORDINARY.

The Governor recommended the Council to vote a sum of Nineteen thousand nine hundred and seventeen Dollars (\$19,917) in aid of the vote, Public Works, Extraordinary, Water Works, Albany Filter Beds, Reconstruction and Extension.

The CHAIRMAN—Of this excess on the estimate for this work, \$6,000 is due to providing against the rain-storm damage which was brought home to the authorities by the severe typhoon and rain-storm of 1908. The remaining \$13,000 is for hospital work, and that work is now approaching completion.

GOLDEN WEDDING GIFTS.

IRISH GUARDS' APPRECIATION OF "BOBS."

Lord and Lady Roberts celebrated their golden wedding quietly at Englefield, Ascot. His lordship told a Press representative, "I have been much touched by the many congratulatory telegrams I have received to-day from all parts of the world."

The house party spending the day at Englefield included Lady Lansdowne, Lord and Lady Mount Stephen, Sir Digton Probyn, General Sir James Hills-Jones, Lord Lovat, Lord Milner, Sir Ian Hamilton, Lord and Lady March, Sir Neville, Lady and Miss Chamberlain, Sir John Watson, and the Hon. Norah Davy.

One of the most pleasing incidents of the day's proceedings was the unexpected appearance at breakfast time of the band of the Irish Guards, of which his lordship is colonel commanding. Lord Roberts came out onto the porch, and was congratulated by an officer of the regiment, who presented him with a gold cup as birthday gift.

Another gift, made at the same time was a letter from past and present officers of the Royal Regiment of Artillery, in which Lord Roberts was a subscriber in 1857.

The men of the regiment were entertained at breakfast, and were shown the presents which Lord and Lady Roberts had received, and which included a piece of gold plate presented by the servants at Englefield.

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## SHIPPING NOTES.

The Ostasiatik Kompanji, of Copenhagen, is having a steamer built in Holland for the Siamese coasting trade.

The salaries of some of the new Port of London Authority officials are fixed thus:—dock and warehouse manager £1,500; chief engineer £2,000; comptroller £1,000 per annum.

The steamer *Theseus* was to leave Shanghai on Tuesday afternoon, the 8th inst., for Foochow, where she will load the first of the new season's tea for the London market. It is intended to try and make a record passage home.

The working of the Messengers Maritime in 1908 has been much more favourable than in 1907. No dividend was distributed for 1907, but there was a net balance of £380,000 in 1908. Of this amount the service of the bonds absorbs £80,000.

The Douglas steamer *Hatching*, (Capt. W. C. Passmore) which arrived on Tuesday, reported passing at 6.15 p.m. on the 8th inst., a Japanese steamer at anchor off Haimui Bay 15 S. W. of Breaker Point light, apparently broken down.

The New York *Journal of Commerce* announces that the American-Hawaiian Steamship Company have inaugurated a new steamship service between New York and Japan, China and the Philippines via the Tschuntauopse railway. The journey is to be performed in 42 days.

We have received from the publishers (Edgarland Wilson, 24 Threadneedle Street, London E.C.) a copy of the third edition of a little volume on "Charter-Parties and Bills of Lading," by Mr. Lawrence Duckworth, barrister-at-law. This little work is probably already known to many readers. It contains all the well-known principles of English law on the subjects dealt with, and in this revised edition all the more important decisions since the last issue published in 1904 are included.

In an interesting report on the shipping and navigation of the port of Antwerp, for last year Consul-General Sir Cecil Horsley states that for the first time since 1900 the navigation returns of all shipping entering Antwerp showed a falling off in 1908. While British shipping fell from 5,653,239 tons in 1907 to 5,323,090 tons in 1908, German tonnage increased from 2,895,043 tons to 3,134,792 tons. Since 1900 German tonnage visiting Antwerp has increased by 100 per cent.

The German Government is considering a fully-worked-out scheme for building a ship canal from Kiel to join the Elbe-Trave canal. This means placing the entire basins of the Elbe and the Oder in connection with Kiel. The canal will be nearly sixty miles long, and will cost nearly two millions sterling. The strategic importance of this great work is manifest. When built it will also be easier to supply Kiel with the coal and iron necessary for naval purposes.

The P. and O. Company announce their programme of autumn departures from London, Marseilles and Brindisi to India, Australia, China, &c. The Bombay services will be chiefly, and the Australian services entirely, supplied by the new steamship of the "M" class. There will be two supplementary departures to Bombay on October 6 and November 3 respectively, of 7,000-ton steamers carrying one class of passenger only at intermediate fares equivalent to the second-class rates of the mail steamers. Her dimensions are 418ft. by 51ft. 3in. by 31ft., and she will carry about 7,700 tons deadweight of oil and bunkers on a moderate draft of water.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

E. S. R.

TENDERS are invited for the SUPPLY OF CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPPERS, SHOEMAKERS or LEATHERWORKERS for the period of 12 months commencing 1st July next to H.M. NAVAL YARD.

Forms of tender can be obtained at the Chief Constructor's Office, NAVAL YARD, Hongkong, and when filled in should be deposited in the Tender Box at the Main Gate of the Yard not later than NOON on WEDNESDAY 16th June, 1909.

W. T. HOCKADAY,  
Chief Contractor

Hongkong, 11th June, 1909. [842]

## IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

ACTION NO. 27 OF 1909.

Re TSANG KING of No. 1, Praya Kennedy Town, Victoria, Hongkong, Contractor.

NOTICE IS HEREBY GIVEN that an application has been made to the Court by the above-named Debtor TSANG KING to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he the said TSANG KING has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not at this date a party to such arrangement and who has any objection to the said Receiving Order being rescinded shall furnish particulars of his objection to the Official Receiver within 15 days from this Date after which Date if no objections are received the said Receiving Order will be rescinded without further notice.

Dated the 10th day of June, 1909.

G. H. WAKEMAN,  
Official Receiver. [845]

THE TRADE MARKS ORDINANCE, 1893.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE CHEMISCHE FABRIKEN VORM WEILER-TER MEER of Uerdingen an Rhine in the Empire of Germany a corporate body according to the laws of the said Empire have on the ninth day of March, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS—

1. The representation of a mermaid in the sea picking up a pink rose on the sea with a ship and a rock in the background, the whole being surrounded by a fancy border with columns surmounted by a statue on each side and a garland above and the Chinese characters 梅花洋行 meaning Meyer foreign firm.  
2. A flying eagle bears on his wings a group of crystals which throw their rays in all directions.

The ribbon is for printing the name of the applicants thereon.

The whole is surrounded by a fancy border: in the name of THE CHEMISCHE FABRIKEN VORM WEILER-TER MEER who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following Goods in the following Class 4.

A facsimile of such Trade Marks can be seen at the Offices of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 9th day of June, 1909.

DEACON, LOOKER &amp; DEACON, 843] Solicitors for the Applicants.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "JAPAN," Captain J. G. Olifant, will be despatched for the above Ports on SATURDAY, the 19th inst., at NOON.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAP. N. (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120.

DAVID SASSOON &amp; CO., LTD., Agents. Hongkong, 11th June, 1909. [844]

FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA" Captain Jager, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 10th June, 1909. [840]

## NEW ADVERTISEMENT.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUCHI MARU" having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 16th June will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Hongkong, 10th June, 1909. [841]

## INTIMATIONS

NIPPON-YUSEN-KAISHA.

(HONGKONG BRANCH).

IT IS HEREBY NOTIFIED that Mr. THOMAS LORT has Resigned from the Company's service. T. KUSUMOTO. Hongkong, 9th June, 1909. [832]

E. S. R.

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony of 1909-1910 will be Open to inspection at the Treasury for Twenty-one days commencing on MONDAY, the 7th June, 1909. F. H. MAY.— Colonial Secretary. Hongkong, 2nd June, 1909. [824]

## WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 rooms, and Servant Quarters. Unfurnished. Apply— "K." Care of The Yokohama Specie Bank, Ltd. Hongkong, 28th May, 1909. [795]

## MONEY TO LEND.

\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to "X" Care of "Daily Press" Office. Hongkong, 20th May, 1909. [537]

## COLD STORAGE.

THE Hongkong Ice COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong, 1st April, 1908. [743]

## FOR SALE

## FOR SALE.

ELECTRIC PLANT Consisting of:—

TWO 125 Kilowatt STEAM ALTERNATOR SETS: Output 60 Amperes at 2100 Volts. The sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBB &amp; CO., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &amp;c.

ALSO ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE and LINDLEY. For further particulars apply HONGKONG ELECTRIC CO., LTD., St. George's Buildings. Hongkong, 23rd April, 1909. [649]

## JUST PUBLISHED.

MAP OF KWONGTUNG PROVINCE Showing Kwong Chow-fa, Hongkong, West, East and North Rivers.

This Map is full of detail, showing Hills, Railways, Rivers, Sand Banks, Custom Houses, etc.

Names in both English and Chinese. Every Office should have a Copy Size 55" by 40".

Price on Roller \$5.00  
Foldded \$4.50

BREWER &amp; CO., LTD., Pedder Street.

Hongkong, 5th June, 1909. [822]

## THE DAIRY FARM CO., LTD.

"BRASILIA"

Captain Jager, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 10th June, 1909. [840]

## AUCTION.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCHEDEN, TO-MORROW (SATURDAY) the 12th June, 1909, at 2.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,

A FINE ASSORTMENT OF M.Y.R.N.A. CARPETS, Various Colours and Sizes. On View on FRIDAY, the 11th June, 1909. Terms:—As Usual.

HUGHES &amp; HOUGH, Auctioneers. Hongkong, 10th June, 1909. [183]

## DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of the Latest FASHIONABLE GOODS Comprising:

Latest Style VEILING, by Yard and Piece. Assorted Colours Plain, Dotted and Chiffon. NECK FRILLINGS.

LADIES' FINEST PURE LINEN AND COTTON. Latest Design PRESENTATION HAND-KEEPIES, PLAIN OPENWORK and EMBROIDERED.

HOOSAIN-ALI &amp; CO., 14, Queen's Road, Central. Hongkong, 7th June, 1909. [41]

## A TACK &amp; CO..

FURNITURE &amp; PHOTO-GOODS STORE, 26, DES VOEUX ROAD, CENTRAL.

DEALERS IN LADIES' &amp; GENTS' BOOTS &amp; SHOES, UMBRELLAS, &amp;c. &amp;c.

Cameras fitted with "ZEISS," "GOERZ," "ROSS" &amp; "ALBIN" Lenses.

## DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

## A LING &amp; CO..

19, QUEEN'S ROAD, CENTRAL.

FURNITURE AND PHOTO-GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

## TO LET

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply— CHATER &amp; MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor, of No. 3, (Tang Lap Ting's Godown East Point). Immediate Possession. Rent exceptionally moderate.

Apply to KAM FOOK, No. 107, Wellington Street, behind the Star Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

## POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at KUILIANG, the Beautiful Summer Resort and Seaside, near Foochow, to be let, fully furnished for the whole season. Apply to Office of this paper for references.

Foochow, 22nd May, 1909. [794]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present—in occupation of Messrs. JARDINE, MATHESON &amp; CO., LTD.

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD., Hongkong, 4th June, 1909. [818]

## TO LET.

UP-TO-DATE HOUSES in HUMPHREYS' AVENUE, Kowloon, with Gardens at entrance.

Apply to TAM TSZ KONG, 12, Bonham Strand West, or HUNG CHONG, 60, Elgin Road, Kowloon. Hongkong, 4th June, 1909. [819]

## TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATEE ROAD, Hongkong.

Apply— T. B. L., Care of "Daily Press" Office. Hongkong, 11th May, 1909. [723]

## TO LET.

NO. 5, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lamps and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to AREATOON V. APCAR &amp; CO., 14, Des Voeux Road. Hongkong, 3rd March, 1909. [399]

## TO LET.

GODOWN, No. 9, Duddell Street.

Apply— THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD., Hongkong, 4th June, 1909. [817]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

## FOR PREVENTION

It is an admitted fact that prevention is better than cure, and in no sense is it more true than in regard to bodily health. What may at first be a slight ailment may, if allowed to go unchecked, develop into a real danger—only to be remedied at the cost of much sacrifice and suffering. It is well, therefore, to remember that prevention is better than cure, and Beecham's Pills will quickly cure the root of the trouble and prevent serious illness.

## FOR CURE

If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, Beecham's Pills may be relied upon with the greatest confidence, and only a few doses where more protracted means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, excretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only

TAKE  
**BEECHAM'S  
PILLS.**

Sold everywhere in boxes, price 9d., 1/- & 2/-.

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS AT 31ST DECEMBER, 1907  
£18,114,624.

Authorised Capital £3,000,000  
Subscribed Capital 2,750,000  
Paid-up Capital 667,500 0 0  
II. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMEY & CO., Agents.**

Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [415]

**SIEN TING**  
SURGEON DENTIST.  
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.  
Consultation Free.

Hongkong, 21st September, 1905. [504]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.  
With CHAMBER for 5 CARTRIDGES  
FIRING 8 SHOTS IN 2 SECONDS.  
**SIEMSEN & Co.**  
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at 8d, 8d and 8d per 100, SPORTING REQUISITES and AIR GUNS in Variety.  
Inspection Invited.

**WM. SCHMIDT & Co.**  
Hongkong, 26th October, 1906. [623]



## GUNS.

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 30s. each. Illustrated Catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.

**P. DE CHAMPORIN,**  
Agent.  
George Street, Minories, London, E.C. Eng.

## NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

**S.S. "BENLEDI"**  
FROM LEITH, ANTWERP, MIDDLETONS,  
BRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd June, or they will not be recognized.

All damaged packages will be examined on Monday, the 14th June, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., Agents.**

Hongkong, 8th June, 1909. [828]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.

THE Steamship

"GLENESK."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., Agents.**

Hongkong, 8th June, 1909. [828]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

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LONDON AND STRAITS.

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Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Claims will be recognized if not presented within 14 days of the ship's arrival.

**MCGLEGOR BROS. & GOW.**

Hongkong, 9th June, 1909. [830]

APENTA  
NATURAL APERIENT WATER

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the  
Constipated, and the Obese.

GOLD MEDAL,  
St. Louis, 1904.

DOSE.—A Wineglassful in the morning  
before Breakfast.

[607-1]

## CHANNEL FERRY.

PRESIDENT OF BOARD OF TRADE RECEIVES DEPUTATION.

A deputation consisting of Lord Weardale, Sir Charles Rivers Wilson, Sir John Wolfe-Barry, Admiral Sir Cyrius Bridge, Sir William White, ex-Director of Naval Construction; the Hon. George Peel, Mr. Chalton, vice-president of the Council of the London Chamber of Commerce; and Mr. Sooley Maclin, chairman of the Council of the London Chamber of Commerce, waited upon Mr. Winston Churchill at the Board of Trade on the subject of the establishment of a ferry service between Dover and Calais.

Lord Weardale stated that in spite of the most friendly encouragement given to it by the British and French Governments and public opinion in both countries, and the most conciliatory and patient representations made to the railway companies, but slow progress had been made in consequence of the reluctance of the South-Eastern Railway Company to admit the failure of the Channel Tunnel scheme and to adopt the only practicable alternative of a Channel train ferry. He drew attention to the remarkable progress made in this direction by other Continental countries, notably Denmark and Sweden, where a new service with a sea passage of 58 miles was about to be opened under Government guarantee.

Lord Weardale said that in spite of the

DEADLOCK.

In the case of the Channel ferry, the different objections raised by the railway companies had, he hoped, been successfully overcome, except in one important particular, namely the possibility of accommodation in Dover Harbour, and it was upon that point that they invited the intervention of the President of the Board of Trade. The Dover Harbour authority was in a peculiar position. Ostensibly a quasi-public authority, it was really in a position of dependence upon the railway companies, and therefore obliged to subordinate public to railway interests. He was bound to admit that the railway companies had, as shown in recent correspondence, manifested a more friendly disposition, and he was without hope that the intervention of the Board of Trade would accentuate that tendency and bring about a solution of the present deadlock with regard to Dover Harbour. Dover Harbour was constructed with the money of the taxpayers of the Kingdom, consequently the public had right to any advantage that its construction made possible.

Sir John Wolfe-Barry referred to the objections raised by the railway companies as to the difficulties of providing ferry service in Dover Harbour, and declared these in his opinion to be groundless.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 5th June, 1909. [4]

SS. "TOURANE"  
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or

"Matapan" from Havre ex s.s. "Frederic Nerval" and "Ville de Cetee" in connection with above Steamers are hereby informed that their goods with the exception of

Treasures are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless

intimation is received from the Consignees before 10 A.M. to-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after

MONDAY, the 14th June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before

the 14th June, or they will not be recognized.

All damaged packages will be examined on

MONDAY, the 14th June, at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPORIN, Agent.

Hongkong, 7th June, 1909. [2]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA"

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From London, &c., ex s.s. "Macedonia,"

From Australia, ex s.s. "India,"

From Calcutta, ex s.s. "Nile,"

From Persian Gulf, ex E. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary within

6 hours.

Goods not cleared by the 15th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 9th June, 1909. [1]

## INTERNATIONAL COTTON CONGRESS

## SHANGHAI TRADE.

Messrs. Ilbert and Co.'s Piece Goods Market Report says:

There is no new feature to report as regards our market, which continues quiet, though by very gradual stages the shortage of stock in a slowly increasing list of articles is beginning to show itself, but not sufficiently as yet to encourage fresh buying from producing markets. An uneasy feature has been the long period of drought that has been experienced nearly all over the country, but more especially in the Yangtze provinces, where rain, with one brief exception about five weeks ago, has not fallen for two months. On the whole the native has had nothing to grumble at so far, and the dry weather has helped him to a very large yield of silk cocoons of exceptional quality, while the spring wheat crop, although poor in grain and quantity, is realizing good prices. However, any further continuance of the drought will very seriously affect the rice crop upon which the whole condition of the market may be dependent, and its price has commenced to show a rapid upward movement. In parts of this province on the north bank of the Yangtze some of the canals have been damaged to irrigate the rice fields, to the obstruction of all boat traffic, the natives stating that these waterways would not be inundated again until the rain comes for their paddy.

Messrs. Noel Murray and Co.'s report on the Shanghai Piece Goods Trade says:

With the Manchester market closed for the Whitsuntide holidays all this week everything has naturally been very quiet here during the interval, assisted materially by an advance in sterling rates when the Exchange Banks resumed business on the Tuesday. Grave fears have been entertained both here and almost all over the country, that a disastrous drought was pending, but happily conditions are improving in several places, and this morning the weather broke here, after an unusual spell of dryness. Judging from the experience here it is doubtful whether sufficient has fallen to have the desired effect, on both the Cotton and Rice crops, the latter commodity, by its steadily advancing price, causing considerable anxiety. Ningpo, we learn, has had a copious fall within the last few days, and the result has been fresh orders for the usual heavy Shirtings. Nothing definite is to hand as yet as to whether Shantung has met with the same relief or not, that Province being in about the worst state of any, but further North rain seems to have fallen to satisfactory extent, the news being accompanied by fresh buying orders from Newchwang. Right here is a further illustration of the danger of antie-patting a demand from any part of this country when anything untoward happens upsets all calculations. It shows the happy-go-lucky way in which things go on in China, no provision is ever made to meet emergencies when they come, no lessons are ever learnt from past experience, and the Country drifts on, its masses still leading a hand to mouth existence, in spite of the endeavours of Foreigners during more than half a century to introduce some methods of reform that would greatly ameliorate their forlorn condition. Crops fail, the famine comes and Foreigners are appealed to for relief! And in the meantime their trade is ruined! The endeavours of the Prince Regent to effect reforms are being frustrated on all sides by the "powers that be" in Peking at present, it is therefore good news to learn now that it is his intention to grant an amnesty to the old reformers as soon as the late Empress Dowager's cheques have been performed. Wiser Commissioners, who have had years of experience in Foreign Countries, may then prevail, and some real reforms effected, and until that is done, especially as regards the currency, no steps should be taken by the Foreign Governments to permit the increased Customs Tariff, so much desired by China now, to come into force. Foreign trade, without some substantial considerations, is already sufficiently burdened.

Better news has come from Hankow and also Chefoo and it is said orders are in the market for both Ports. So far the only business done has been confined to second hands and doubtless comprises indent cargo that is now arriving and which is being cleared very promptly, being comparatively much cheaper than old stocks that have accumulated interest and storage charges for months, if not years.

## WHAT A HUSBAND EXPECTS OF A WIFE.

THE BRITISH COTTON GROWING ASSOCIATION.

**SHIPPING.**

**ARRIVALS.**  
BRASILIA, British str., 4,536, F. Jager, 10th June—Hamburg and Singapore 3rd June, General—Hamburg-Amerika Linie  
CHONGSHA, British str., 1,227, E. Finlayson, 10th June—Australian ports 10th May, General—Butterfield & Swire.  
DALIN MARU, Japanese str., 900, F. Kuburaki, 9th June—Swatow 7th June, General—Osaka Shosen Kaisha.  
ITHAKA, German str., 2,263, W. Vogeler, 10th June—Hankow 3rd June, Railk-Hanbur-Amerika Linie.  
MICHAEL JENSEN, German str., 959, J. Petersen, 9th June—Chefoo 3rd June, General—Johson & Co.  
SANUKI MARU, Japanese str., 3,789, K. Homma, 9th June—London 1st May, General—Nippon Yusen Kaisha.  
TERCEER, British str., 5,805, G. W. Parkinson, 10th June—Manila 8th June, General—Butterfield & Swire.

**CLEARANCES.**  
AT THE HARBOUR MASTER'S OFFICE.  
10th June.  
Brazilia, British str., for Yokohama.  
C. Dieudorff, German str., for Haiphong.  
Glenloch, British str., for Shanghai.  
Haitan, French str., for Holloway.  
Ithaka, German str., for Canton.  
Nikko Maru, Japanese str., for Manila.  
Tilakap, Dutch str., for Shanghai.  
Yingchow, British str., for Shanghai.

**DEPARTURES.**  
10th June.  
BUJUN MARU, Japanese str., for Swatow.  
CATHERINE APCAR, British str., for Singapore.  
DEVANIA, British str., for Shanghai.  
GILBERT, French str., for Shanghai.  
KNIBBERG, British str., for Quang Chow Wan.  
KURICHOW, British str., for Canton.  
MONTEIRO, British str., for Moji.  
SHANTUNG, British str., for Canton.  
TJILIWONG, Dutch str., for Yokohama.

**SHIPPING REPORTS.**  
The British str., *Bresilia* reports: Good weather, moderate sea and mostly N.E. and E. on the last two days. Southerly winds.

**VESSELS IN DOCK.** June 10th.  
ABERDEEN DOCK.—  
KOWLOON DOCK.—*Chun Po, Sir W. Jervoise, Dorfin Man.*  
CORMOPOLITAN DOCK.—

**TAIKOO DOCK—Maple Leaf, Taming, Kecil in.**  
**VEESSES ON THE BERTH**

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**

"ISCHIA," Captain Belotti, will be despatched as above TO-MORROW, the 12th inst., at NOON. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents, Hongkong, 9th June, 1909. [4]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**

"EMPIRE," Captain Helm, will be despatched as above on WEDNESDAY, 23rd inst., at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to

GIBB, LIVINGSTON & Co., Agents, Hongkong, 4th June, 1909. [20]

"SHIRE" LINE OF STEAMERS, LTD.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

**THE Steamship**

"SEGURA," Captain Hayes, will be despatched as above SATURDAY, the 12th June, at 4 P.M. The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 9th June, 1909. [784]

SURE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

**THE Steamship**

"DENBIGHSHIRE," Captain W. Barrett, will be despatched as above on or about the 12th June. For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 28th May, 1909. [756]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

**THE Bank Line, Limited.**

Taking cargo on-through Bills of Lading to all Overland Common Points in the

United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

**THE Bank Line, Limited.**

"DENBIGHSHIRE," Captain W. Barrett, will be despatched as above on or about the 12th June.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 28th May, 1909. [756]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG FOR

NEW YORK.

S.S. "PATHAN" ... On 22nd June.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents, Hongkong, 26th May, 1909. [699]

**VEESSES ADVERTISED AS LOADING**

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

**SECTIONS.**

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VEESSES NAMES	FLAG & B.R.	BBTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, B.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	POONA	Brit. str.	k.w.	A. F. Vine, B.N.E.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	STTHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERKA LINIE	On 1st July.
BRASILIA	BRASILIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERKA LINIE	On 22nd July.
STAM	STAM	Swed. str.	k.w.	—	MICHLERS & CO.	Middle of July.
SENEGAMBIA	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERKA LINIE	On 21st inst.
DENBIGHSHIRE	DENBIGHSHIRE	Brit. str.	—	W. Barrett	HAMBURG-AMERKA LINIE	On 8th July.
SYDNEY	SYDNEY	Fr. str.	—	Rebuffat	JARDINE, MATHESON & CO., LTD.	On 22nd inst., at 1 P.M.
NIPPON	NIPPON	Jap. str.	—	Geo. Anderson	MESSAGERIES MARITIMES	On 23rd inst.
SADO MARU	SADO MARU	Jap. str.	—	NIPPON YUSEN KAISHA	MELCHERS & CO.	On 23rd inst., at D'light
SILVIA	SILVIA	Ger. str.	k.w.	Nippou	YUSEN KAISHA	On 23rd inst.
SCANDIA	SCANDIA	Ger. str.	—	W. Barrett	HAMBURG-AMERKA LINIE	On 12th July.
HINO MARU	HINO MARU	Jap. str.	—	Rebuffat	JARDINE, MATHESON & CO., LTD.	On 22nd inst.
MANSHU MARU	MANSHU MARU	Jap. str.	—	Geo. Anderson	MESSAGERIES MARITIMES	On 23rd inst.
LUETZOW	LUETZOW	Brit. str.	—	Nippou	YUSEN KAISHA	On 23rd inst.
E. F. FEERDINAND	E. F. FEERDINAND	Aus. str.	—	Geo. Anderson	YUSEN KAISHA	On 12th July.
PATHAN	PATHAN	Brit. str.	—	Nippou	YUSEN KAISHA	On 7th July, at D'light.
INDRANI	INDRANI	Brit. str.	2 m.	F. W. Davis	YUSEN KAISHA	About 30th inst.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	1 m.	K. Kawara	YUSEN KAISHA	On 1st July, at Noon.
MONTAGUE	MONTAGUE	Brit. str.	—	S. Ishikawa	YUSEN KAISHA	On 16th inst., at Noon.
TACOMA	TACOMA	Brit. str.	—	M. Yagi	YUSEN KAISHA	On 26th inst., P.M.
OCEANO	OCEANO	Brit. str.	—	G. W. Eddy	BUTTERFIELD & SWINE	On 22nd inst.
SHINANO MARU	SHINANO MARU	Jap. str.	—	—	MELCHERS & CO.	On 16th inst.
NIKKO MARU	NIKKO MARU	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	To-morrow, at 6 P.M.
LUETZOW	LUETZOW	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 14th July, at Noon.
PRINZ WALDEMAR	PRINZ WALDEMAR	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 3rd July.
PRINZ SIGISMUND	PRINZ SIGISMUND	Brit. str.	—	—	DODWELL & CO., LTD.	On 1st July.
MISHIMA MARU	MISHIMA MARU	Jap. str.	—	—	DODWELL & CO., LTD.	On 22nd inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	DODWELL & CO., LTD.	On 6th July, at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	To-day, at Noon.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 16th inst., at 10 A.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 23rd inst., at Noon.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 9th July, at Noon.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 17th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 18th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 19th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 20th inst., at D'light
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 21st inst., at 10 A.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 22nd inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 23rd inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 24th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 25th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 26th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 27th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 28th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 29th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 30th inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 31st inst., at 4 P.M.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Brit. str.	—			

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS DELHI	11th June	See Special of Call Capt. G. W. Gordon, B.N.R.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT ANG, COLOMBO PORT	About 16th June	Freight only. SAID and MARSEILLE
SHANGHAI, MOJI, KOBE, MALTA and YOKOHAMA	About 17th June	Freight and Passage.
Capt. G. M. Monford, B.N.R.		

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th June, 1909.

**CHINA NAVIGATION CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
AMOY, NINGPO and SHANGHAI "KWEI LIN"	On 12th June, 4 P.M.
SHANGHAI "CHENAN"	On 13th June, D'light
HOIHOW and HAIPHONG "SINGAN"	On 13th June, 9 A.M.
MANILA "TAMING"	On 15th June, 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN "KUEICHOW"	On 15th June, 4 P.M.
CEBU and ILOLO "KAIFONG"	On 15th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH	"CHANGSHA" On 15th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHENG "KWEI YANG"	On 16th June, 4 P.M.
SHANGHAI "CHINHUA"	On 17th June, 4 P.M.
SHANGHAI "LINAN"	On 20th June, D'light
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$60 RETURN.

TELEPHONE 36.  
For Freight or Passage apply to—BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th June, 1909.

**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGA	SADO MARU	6500	WED'DAY, 23rd June, at Daylight
FORE, PENANG, COLOMBO and PORT SAID	BINGO MARU	6500	WED'DAY, 7th July, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG	SHINANO MARU	6500	TUESDAY, 22nd June, at 4 P.M.
SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	SANTO MARU	8000	TUESDAY, 6th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	6000	FRIDAY, 11th June, at Noon
KOBE and YOKOHAMA	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
BOMBAY via SINGAPORE and COLOMBO	SANUKI MARU	6500	FRIDAY, 11th June, at 5 P.M.
NAGAKI, MOJI, KOBE, MISHIMA MARU and YOKOHAMA	YEBOSHII MARU	4500	THURSDAY, 17th June, at 4 P.M.
SHANGHAI, MOJI and YETOROFU MARU	9000	THURSDAY, 17th June, at 5 P.M.	
KOBE	CAPT. K. SOYEDA	4500	WED'DAY, 7th July, at Noon
NAGASAKI, KOBE and YAWATA MARU	YOKOHAMA	5000	July, at Noon.

\* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

MELCHERS & CO.,  
AGENTS.

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**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP...	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1ST FLOOR,  
HONGKONG, 5TH JUNE, 1909.

Telephone No. 375.

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JAVA-CHINA-JAPAN LIJN.

[18]

**OSAKA SHOSEN KAISHA.**

INAUGURATION OF NEW  
TRANS-PACIFIC LINE.Regular Service, Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call):

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KERLUNG, YOKKAICHI, SHIMIDEU, SEATTLE and VICTORIA, B.C.

(Subject to Alteration)

Newly Built Steamers Tons (gross reg) Captain Sailing Date.

**"TACOMA MARU"** 6,178 On Saturday, 3rd July**"SEATTLE MARU"** (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1 Queen's Buildings, Hongkong, 1st June, 1909.

T. ARIMA, Manager [18]

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA.

HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSHU MARU 5000 tons gross Sail July 1st, at Noon.

S.S. AMERICA MARU 6000 Aug. 30th, at Noon.

S.S. HONGKONG MARU 6000 Oct. 26th, at Noon.

S.S. MANSHU MARU 5000 Dec. 10th, at Noon.

For particulars apply to K. MATSDA, Manager.

TOYO KISEN KAISHA, York Building.

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**THOS. COOK & SON,**  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East—

16, DES VŒUX ROAD, HONGKONG.

759] Japan Office:

14, WATER STREET, YOKOHAMA.

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## POST OFFICE NOTIC

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mail to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

17th June	at 8.00 a.m.
19th	at 8.30 p.m.
24th	at 1.00 p.m.
26th	at 8.30 p.m.
30th	at 8.30 p.m.
1st July	at 8.30 p.m.

YOR	PHL	DATE
Shanghai	Friday, 11th, 9.00 A.M.	
Pakchi and Haiphong	Friday, 11th 11.00 A.M.	
Shanghai, Kobe and Yokohama	Friday, 11th, 11.00 A.M.	
Hauli, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle, Perth	Friday, 11th, 11.00 A.M.	
Macao	Friday, 11th, 3.00 P.M.	
Samarang, Sourabaya and Batavia	Friday, 11th, 3.00 P.M.	
Swatow, Weihaiwei, Chefoo and Tientsin	Friday, 11th, 3.00 P.M.	
Manila	Friday, 11th, 4.00 P.M.	
Kobe and Yokohama	Friday, 11th, 10.00 A.M.	
Bangkok	Saturday, 12th, 10.00 A.M.	
Bangkok	Saturday, 12th, 10.00 A.M.	
Singapore, Penang and Bombay	Saturday, 12th, 10.00 A.M.	
Manila	Saturday, 12th, 10.00 A.M.	
EUROS Co., India via Tuckooor (Late Letters 11.00 to Noon Extra Postage 10 cents)	Saturday, 12th, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)	Saturday, 12th, 10.00 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 12th, 10.00 A.M.	
The Parcel mail will be closed to-day, at 5 p.m.	Saturday, 12th, 10.00 A.M.	
Anony, and Foochow	Saturday, 12th, 11.15 P.M.	
Macao	Sunday, 13th, 3.00 P.M.	
Anony, Ningpo and Shanghai	Sunday, 13th, 3.00 P.M.	
Shanghai, Nagasaki, Kobe and Yokohama	Sunday, 13th, 3.00 P.M.	
Manila	Sunday, 13th, 4.00 P.M.	
Swatow	Sunday, 13th, 4.00 P.M.	
Printed Matter and Samples	10.00 A.M.	
Registration	10.00 A.M.	
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	10.00 A.M.	
Registration, Kotschoo R.O.	11.00 A.M.	
No late fee.	11.00 A.M.	
Letters	11.00 A.M.	
Saint	12th NOON.	
Saint	12th, 1.15 P.M.	
Saint	12th, 3.00 P.M.	
Saint	12th, 3.00 P.M.	
Saint	12th, 4.00 P.M.	
Hainan	12th, 4.00 P.M.	

## THE WHISKY OF THE NEW WORLD

## CANADIAN CLUB

## WHISKY.

## H. RUTTONJEE &amp; SON.

## WINE AND SPIRIT MERCHANTS.

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## COMMERCIAL EXCHANGE CLOSING QUOTATIONS.

June 10th.

THE CANADIAN MAIL	
The C.P.R. str. Empress of China left Vancouver am. on Thursday the 3rd instant for Hongkong via the usual Ports of call.	
MECHANICAL STEAMERS.	
June 10th.	
ON LONDON.—	
Telegraphic Transfer	1/9.7
Bank Bills, on demand	1/9.8
Bank Bills, at 30 days' sight	1/9.8
Bank Bills, at 4 months' sight	1/9.8
Credits, at 4 months' sight	1/9.8
Documentary Bills 4 months' sight/1/9.8	
ON PARIS.—	
Bank Bills, on demand	226
Credits, at 4 months' sight	230
ON GERMANY.—	183
On demand	
ON NEW YORK.—	
Bank Bills, on demand	438
Credits, at 60 days' sight	442
ON BOMBAY.—	
Telegraphic Transfer	134
Bank, on demand	134
ON CALCUTTA.—	
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI.—	
Bank, at sight	748
Private, 30 days' sight	752
ON YOKOHAMA.—	87
ON MANILA.—	On demand—Pesos 88
ON SINGAPORE.—	762
ON BATAVIA.—	On demand
ON HAIPHONG.—	82 1/2 p.m.
ON SAIGON.—	On demand
ON BANGKOK.—	On demand
GOVERNMENT, Bank's Buying Rate	\$11.05
GOLD LEAF, 100 fine, per tael	\$5.90
BAR SILVER, per oz.	24 1/2
SUBSIDIARY COINS.	
per cent.	
Chinese 20 cents pieces	88.18 discount
Chinese 10 "	88.80
Hongkong 20 "	87.60
Hongkong 10 "	87.80
OPPIUM.	
June 10th.	
Quotations are:	
Malva New	\$1,100/1,150 per picul.
Malva Old	\$1,160/1,200
Malva Older	\$1,210/1,250
Malva V. Old	\$1,260/1,320
Persian fine quality	\$1,050/1,090
Persian extra fine	\$900/950
Patai New	\$1,015 per chest.
Patai Old	\$1,022
Baneras New	"
Baneras Old	"
VESSELS EXPECTED.	
THE GERMAN MAIL.	
The I.G.M. str. Yorck carrying the German Mails with dates from Berlin of the 19th ult. left Colombo on Saturday the 5th instant p.m. and may be expected here on or about the 16th instant.	
The I.G.M. str. Prinz Sigismund left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.	
THE AMERICAN MAIL.	
The P.M. str. Korea from San Francisco sails from Yokohama on the 8th instant, and is due to arrive at this port on the 19th instant.	

## NAPIER JOHNSTONE'S "SQUARE BOTTLE"

## WHISKY.

## UNVARIED FOR

## 150 YEARS.

## THE SAME TO-DAY

## AS IN

## 1745

## BEWARE OF WHISKIES

## Sold under Similar Names

## Known in Hongkong

## for

## Half a Century.

## SOLE AGENTS IN HONGKONG.

## LANE, CRAWFORD &amp; CO.

## and from ALL WINE MERCHANTS.

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ARRIVALS AT HOME.

THE HONGKONG DAILY PRESS, FRIDAY, JUNE 11TH, 1909.

## THE MOST CELEBRATED CIGARETTES

## IN THE WORLD

## "THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA

TOBACCO &amp; PACKED IN AIR-TIGHT TINS OF 50.

## ASK FOR MAGNUMS HAND MADE

• 75 CENTS PER TIN OF 50.

## SOLD EVERYWHERE.

W. D. &amp; H. O. WILLS

BRISTOL &amp; LONDON.

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## SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 10TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$990, sales
National Bank of China, Limited	99,925	£7	£6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$131, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$7, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$91, buyers
<b>COTTON MILLS.—</b>				
Evo Cotton Spinn'g & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 124.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$88.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 85.
Lau-Kung-Mow Co. Spin & Weav. Co., Ltd	8,000	Tls. 100	Tls. 100	Tls. 105.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370.
Dairy Farm Company, Limited	40,000	\$71	\$6	\$161, buyers
<b>DOCKS AND WHARVES.—</b>				
Hong Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$89, sal. & buy.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$87, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$62	\$91.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 152.
Fenwick & Co., Limited	18,000	\$25	\$25	\$111, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$89, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$19, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$71, (old) sel.
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$40, (new)
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$225, sales
<b>INSURANCES.—</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$250	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$210, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$225	\$854, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$30	\$349, buyers
North China Insurance Co., Limited	10,000	\$15	\$25	\$104, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$245.
12,000	\$100	\$60	\$60	\$215.
<b>LANDS AND BUILDINGS.—</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$110, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, buyers
Kowloon Land and Building Co., Ltd.	6,000			